

SECTION II

NAVIGATION PUBLICATIONS

NM 14/00

SAILING DIRECTIONS CORRECTIONS

PUB 145 **8 Ed 2000** **LAST NM 13/00**

Page II—Lines 7 to 10/R; read:
mailing list on request to the DEFENSE LOGISTICS
AGENCY, DSC-R, ATTN: Product Center 9, 8000 Jefferson
Davis Highway, Richmond VA 23297-5337.
(NIMA) 14/00

PUB 147 **6 Ed 1996** **LAST NM 34/99**

Page 9—Lines 9 to 14/R; read:

Berth No.	Max. LOA	Depth	Usage
1	155m	8.5m	Cruise
5/6	192m	8.5m	Cruise
7/8	412m	8.5m	Container, General Cargo, and Ro-Ro

(Fairplay 99/00) 14/00

Page 54—Lines 14 to 15/L; read:
necessary to maintain the required depths. The pier has three
berths and a length of 199m. Vessels may load to a draft of
3.3m forward and 6.0m aft.
(Fairplay 99/00) 14/00

Page 145—Lines 35 to 38/R; read:
The N extremity of Ilet des Chardons, in range 272.5° with
the spire in Le Robert, leads through the entrance of the pass.
Two wrecks, bearing 080° at 1.8 miles from Pointe de la
Rosa, along with a 3.1m patch, lie close S of the range line.
(9(923)00 Taunton) 14/00

PUB 172 **8 Ed 1998** **LAST NM 10/00**

Page 51—Line 17/R; insert after:
the range may be difficult to distinguish.

Bashayer Oil Terminal (19°24'N., 37°19'E.), a tanker
crude oil loading facility, is approached from the N or S of
Towarti Reef. The controlling depth in the N channel is
50m, and 44m at the S channel, however there is a 13m
patch close W of a channel 2.25 miles SE of Hadaraweb
Split. The maximum size of vessel at the terminal is 300,000
dwt with an alongside depth of 54m. Berthing at the port is
carried out only upon the advice of the terminal berthing
master.

Pilotage.—Pilots for the N channel board at 19°35'N.,
37°20'E., and at the S channel 19°15'N., 37°30'E.
Anchorage at the terminal port is not recommended.
(BA NM 49/99) 14/00

Page 159—Lines 32 to 37/R; read:

Pilotage.—Pilotage is compulsory for tankers. Pilots
board 1.5 miles NE of Jazirat al Fahal Island or 1 mile E of
Fairway Light Buoy, dependent on current. Vessels are
requested to keep a listening watch on VHF channel 12
(BA NM 35/99) 14/00

Page 197—Lines 10 to 22/R; read:

Pilotage.—Pilotage is compulsory, pilots board 5.5 miles
NW of the harbor entrance. Vessels are moored in daylight
only, but are unmoored and loaded at any hour, weather and
other circumstances permitting.

A light is shown from each breakwater head. A
directional light is located near the inner end of the S
breakwater. The LPG berth, comprising a berthing platform,
flanked by berthing and mooring dolphins, is situated on the
S side of the basin.

(BA NM 47/99) 14/00

Page 197—Lines 32 to 33/R; read:

Anchorage.—Anchorages have been established within a
1 mile radius from the center of the harbor entrance as
follows:

- 9 miles WNW.
- 6 miles WNW.
- 3.5 miles WNW.

(BA NM 47/99) 14/00

Page 211—Lines 14 to 32/R; insert after:

Pilotage.—Pilotage is compulsory for vessels when
berthing, unberthing and shifting berth. Pilotage for all
vessels is provided by the Messaieed Port Operations
Department. Vessels should send their ETA at Mushut Light
Buoy (25°15.9'N., 51°46.7'E.) 72, 48, and 24 hours in
advance through their respective agency. A Vessel Traffic
Control Service (VTCS) operates in the approaches to the
port. All vessels must obtain clearance from VTCS before
entering channel. Vessels should keep a listening watch on
VHF channel 16. For traffic control, vessels should monitor
VHF channel 11.

All vessels bound for Umm Said are required to call
Messaieed Traffic Control 6 hours before arrival at Mushut
Light Buoy. Vessels are also required to report their status
when within 5 miles of Mushut Light Buoy. In addition
vessels should contact VTCS when transiting inbound or
outbound on passing the following:

- Mushut Light buoy.
- Hull lighted buoy.
- SE Arif lighted buoy.
- No. 1 inner lighted buoy.
- Turning lighted buoy.
- Freight anchorage (1 mile N of Fairway lighted buoy).

(BA 48/99) 14/00

PUB 183 4 Ed 1997 LAST NM 9/00

Page 29—Line 33/L; insert after:

There is a dangerous wreck in the turning basin at Ekonomiya.

(51(8032)99 St. Petersburg) 14/00

PUB 191 8 Ed 1996 LAST NM 3/00

Page 23—Lines 13 to 57/R; read:

Torbay Harbour is the local name used to include Tor Bay and the harbors of Brixham, Paignton, and Torquay.

Pilotage.—Pilotage is compulsory within Torbay Harbour for vessels 36m in length and over or 75 nrt and over. Pilots board vessels bound for Brixham and Torquay about 1 mile N of Berry Head. Vessels bound for Tor Bay Anchorage embark the pilot in position 50°25.0'N 3°25.6'W.

Vessels should send an ETA and a request for pilotage 48 hours in advance to the pilot station (Dencade Brixham). Vessels should then contact the pilot by VHF (channel 9) at least 2 hours prior to arrival.

The station also provides deep-sea pilots for the English Channel and North Sea. Deep-sea pilots board vessels with drafts over 18m about 4 miles E of Berry Head. Other vessels are boarded in position 50°25.0'N 3°25.6'W.

Vessels should send an ETA and a request for deep-sea pilotage 48 hours in advance to the pilot station (Dencade Brixham). Vessels should then contact the pilot by VHF (channel 9) 2 hours prior to arrival.

2.05 Brixham Harbour (50°24'N., 3°31'W.) is situated on the S side of Tor Bay and consists of an outer and an inner harbor, protected by a breakwater. It has depths of 3 to 6m and extensive facilities for fishing vessels and yachts. The jetty berth, on the inner side of the seaward end of the breakwater, is 137m long and has a least depth of 5.1m alongside. It can accommodate vessels up to 150m in length. The harbor is no longer used for commercial shipping.

Paignton (50°26'N., 3°33'W.), an extensive resort town, occupies a large area on the W side of Tor Bay and is fronted by sandy beaches. The small harbor is formed by two jetties and is used by pleasure craft. A conspicuous promenade pier stands close N of the harbor.

2.06 Torquay Harbour (50°28'N., 3°32'W.) (World Port Index No. 35410) is situated on the NW shore of Tor Bay and is protected by two breakwater piers forming an entrance, 50m wide. The harbor consists of an outer basin, an inner basin, and an extensive yacht marina. The resort town is situated at the meeting of two deep valleys and several prominent buildings stand in it.

Princess Pier has berths on both sides with a depth of 3.9m alongside its head. Haldon Pier has a depth of 3.9m alongside and is used for cargo operations. It can accommodate vessels up to 90m in length and 3.6m draft.

There is a regular cargo ferry service between Torquay and the Channel Islands. The port operates commercially throughout the year, but such operations are limited during the summer months when the harbor becomes a yachting center.

Anchorage.—Almost all of Tor Bay, except in the vicinity of The Ridge, affords good anchorage in depths of about 11m, mud and clay, sheltered from W winds.

Torquay Roads, S of the harbor entrance, has depths of 8 to 11m, sand and shells. Although the holding ground is good, this anchorage is open to the SE and should not be used during strong winds from that direction.

Paignton Roads, at the W side of the bay, affords anchorage in depths of 5 to 10m.

Brixham Roads affords anchorage N or E of the harbor breakwater in depths of 8 to 9m. However, areas lying up to about 1 mile NE and 0.4 mile NNE of the breakwater were reported (1995/97) to be fouled by wires.

An anchorage area for deep-draft vessels lies centered about 3.7 miles NE of Berry Head.

(BA NP 27; BA NM 16/99) 14/00

Page 124—Lines 9 to 11/R; strike out.

(NIMA) 14/00

Page 124—Lines 33 to 50/R; strike out.

(NIMA) 14/00

Page 125—Lines 1 to 19/L; read:

There are three ro-ro berths at the W side of Port Ramsgate (Western Marine Terminal) with depths of 7.5m alongside. Vessels up to 165m in length and 6m draft can be accommodated.

Royal Harbour has an entrance, 63m wide, and is maintained at a depth of 2m. The Commercial Jetty inside this harbor is 106m long and has a maintained depth of 2.1m. It has a depth of 6m alongside at MHWS when vessels up to 120m in length and 5m draft can be accommodated.

A sandbank frequently forms at the mouth of Royal Harbour after strong NE gales, considerably reducing the depth in the entrance.

(BA NP 28) 14/00

Page 125—Lines 37 to 50/L; read:

The Compulsory Pilotage Area includes the port and a segment extending 3 miles seaward between the bearings of 065° and 145° from West Pier Light.

The Outer Pilotage Area, which is non-compulsory, includes the waters outside the Compulsory Pilotage Area bound by a line joining the following positions:

- a. 51°22.5'N, 1°26.8'E. (Near North Foreland Light).
- b. 51°23.2'N, 1°31.7'E. (Near Elbow Light Buoy).
- c. 51°20.3'N, 1°34.3'E. (Near NE Goodwin Light Buoy).
- d. 51°13.2'N, 1°27.2'E. (Near Deal Bank Light Buoy).
- e. 51°13.4'N, 1°24.6'E. (Near Deal Pier Light).

Pilotage is compulsory for all vessels carrying petroleum products or other hazardous cargo, passenger vessels, and all vessels over 80m in length, except for those exempt by law.

Local pilots board in position 51°20.4'N, 1°30.0'E.

Vessels requiring a pilot must advise the harbor authority through the Vessel Traffic Service (VTS) Port Control 12 hours before arriving at the pilot station. Vessels should then confirm the ETA 2 hours before arrival.

PUB 191 (Continued)

Pilotage for the River Stour to Richborough Wharf is not compulsory, but is available by prior arrangement.

Note: Ramsgate provides pilots for the NE Spit (Thames Estuary) pilot boarding area. See Pub. 192 Sailing Directions (Enroute) North Sea for further information.

Regulations

A Vessel Traffic Service (VTS) system is established in the vicinity of the harbor and is operated by Ramsgate Port Control Center. It controls navigation within the port area and provides advice and marine information to vessels in the pilotage areas.

All vessels navigating within the harbor limits and approaches must maintain a continuous listening watch for Ramsgate Port Control on VHF channel 14.

Any inbound vessel requiring a pilot must report to the Port Control on VHF channel 14, or by telephone, as per the pilotage directions, 12 hours and 2 hours prior to arrival at the pilot boarding position.

All inbound vessels over 20m in length and not requiring a pilot must report to the Port Control on VHF or by telephone as follows:

1. Conventional vessels:
 - a. 1 hour before Point Romeo (See Note 3).
 - b. 30 minutes before Point Romeo (See Note 1).
 - c. At Point Romeo (See Note 2).
 - d. Entering the channel.
 - e. Vessel secure.
2. High Speed Craft:
 - a. 30 minutes before Point Romeo (See Note 3).
 - b. At Point Romeo (See Note 2).
 - c. Entering the channel.
 - d. Vessel secure.

Note 1. Vessels must advise the VTS of any circumstances which may affect the maneuvering capability and also the number of any Exemption Certificate.

Note 2. Vessels must obtain permission to proceed into the channel or to leave a berth.

Note 3. Vessels should keep a listening watch on VHF channel 14 from this time until secure.

Point Romeo is defined as any point on a circle with a radius of 2.5 miles centered midway on a line extending between the channel entrance buoys (Nos. 1 and 2).

Vessels requiring tug services in the Ferry Terminal (New Port) or the Royal Harbour should send a request at least 3 hours in advance by VHF channel 14, fax, or telephone.

Signals

The International Port Traffic Signals exhibited above the Port Control Building on the East Pier have the following characteristics:

1. Royal Harbour Seaward Signals—Three vertical red or green lights facing seawards.
2. Royal Harbour Signals—Three vertical red or green lights facing into the Royal Harbour.

3. Ferry Terminal Movement Signal—An all-round flashing orange light.

The Royal Harbour Signals apply only to vessels bound to and from Ramsgate Royal Harbour. When the Royal Harbour Seaward Signals lights are red, such vessels may not, without permission from the Port Control on VHF, enter the harbor limits from seaward. When the Royal Harbour Signals lights are red, such vessels may not, without permission from the Port Control on VHF, leave the Royal Harbour.

In each case, a green signal indicates that vessels may proceed into the harbor limits or out of the Royal Harbour, as applicable.

The above signals are augmented by the Ferry Terminal Movement Signal which will be displayed when a ferry movement is in progress. While this signal is displayed, no vessel, other than the ferry moving, may, without permission from the Port Control on VHF, enter the harbor limits from seaward, leave the Royal Harbour, or move from or to any berth or place within the Western Ferry Terminal.

(BA NM 4/00; BA NP 287)

14/00

Page 125—Lines 1 to 13/R; strike out.

(NIMA)

14/00

PUB 192

7 Ed 2000

NEW EDITION

(NIMA)

14/00

PUB 194

7 Ed 1996

LAST NM 52/99

Page 4—Line 33/R; insert after:

For further details concerning IMO resolutions, pilotage in Danish waters and the SHIPPOS Reporting System, see Pub. 140, Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea (Denmark).

(NIMA)

14/00

Page 21—Lines 32 to 34/L; read:

It is reported (1999) that the facilities at Kastrup Havn have been taken over by a private company. The harbor is now known as Scanport and is no longer open to commercial vessels.

(Den NM 40/99)

14/00

Page 86—Line 25/L; read:

S into Marstal Bugt. Pilotage is compulsory for vessels with drafts over 4m and/or lengths over 70m.

(Den NM 12/99)

14/00

Page 86—Line 29/L; insert after:

High speed ferries operate in the approaches to Marstal.

(BA NP 18)

14/00

PUB 195 6 Ed 1999 LAST NM 9/00

Page 10—Line 31/R; insert after:

It is reported (1999) that a designated anchorage area lies about 4 miles N of the port, centered in position 59°34'N, 26°32'E.

(1(1)99 Tallinn)

14/00